

BIG MOTORACING TOUR TO HAWAII SET

See Page 1



Vol II—No. 9

(Published Bi-Weekly)
except last issue of calendar year

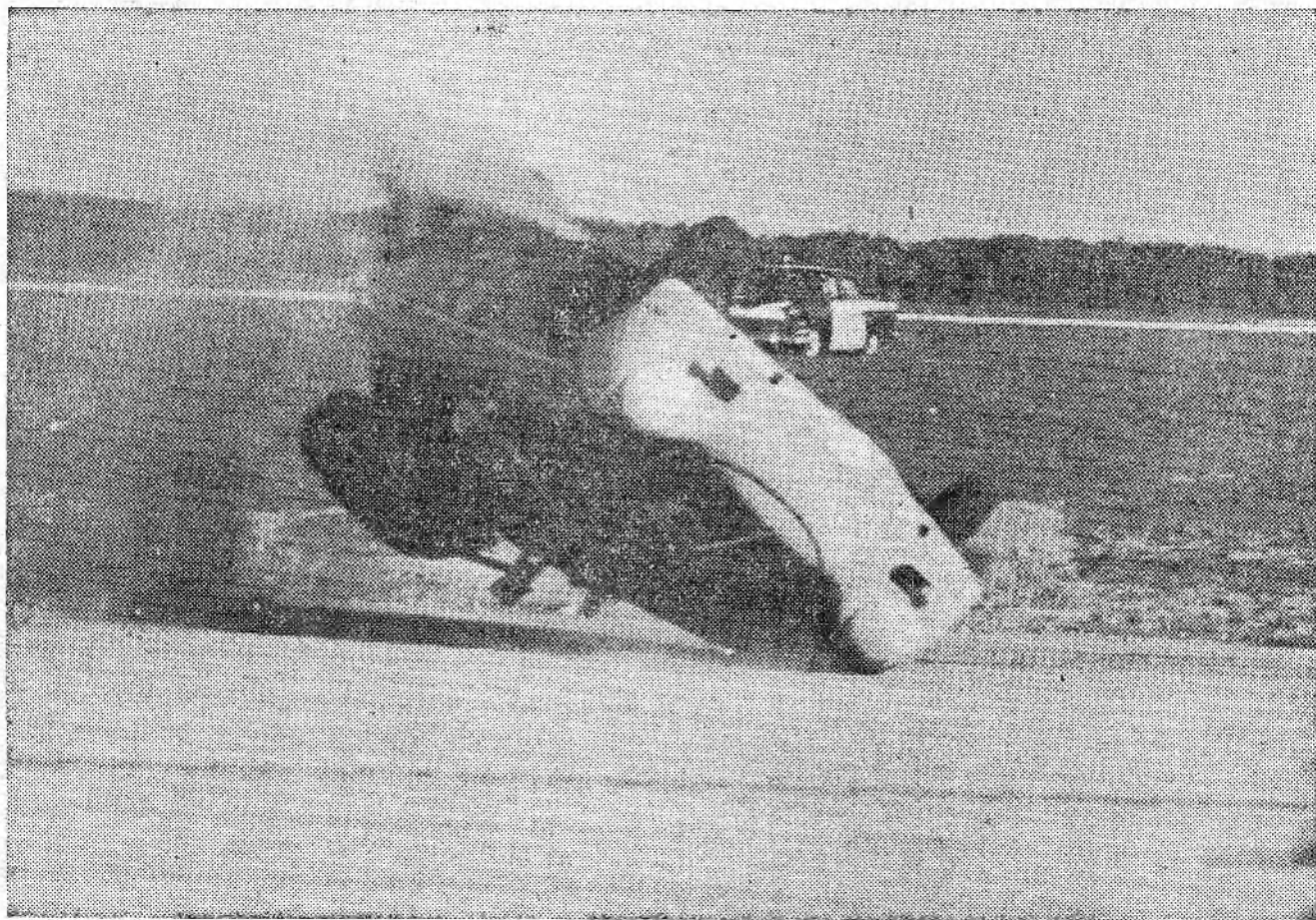
Los Angeles, Calif.

15c

Feb. 22-Mar. 1, 1957

SHELBY DRIVES FERRARI TO FLORIDA WIN; REVENTLOW A SURPRISE 3RD

See Page 1



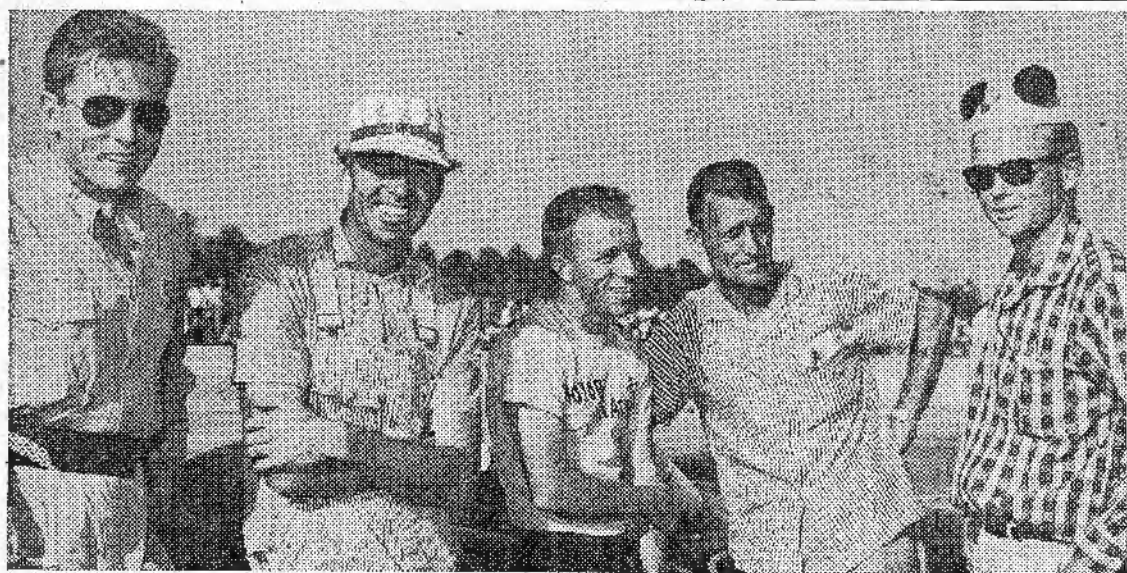
TOPSY-TURVY — John Cuevas, Miami, Fla., flips in Porsche Carrera during 40-lap National Sports Car Day feature race at New Smyrna Beach, Fla. He escaped with minor injuries. Note rear deck lid popping open. Earlier in day (Feb. 10), Cuevas won 10-lap opening race in same car. Other photos Pg. 1 and 3, Charts Page 11.

EAMES T-BIRD POSTS FASTEST TIME

See Page 1

MOTOR RACING

Vol. 11—No. 9 (Published Bi-weekly) 15c 44 Feb. 22-March 1, 1957



AH, FLORIDA!—Soaking up the New Smyrna Beach sunshine are, left to right: Lance Reventlow, Carroll Shelby, Richie Ginther, Joe Landaker and Chuck Daigh. Shelby won heat and 40-lap feature sports car race in John Edgar's 4.9 Ferrari, with Reventlow third in latter. Broken fly-wheel sidelined Ginther. Daigh helped wield tools for Pete DePaolo Engineering team. Landaker is Edgar's crew chief. Other photos on Cover Page and Page 3, charts on Page 11.

Florida's National Sports Car Day Races

SHELBY 1ST IN EDGAR'S FERRARI; REVENTLOW 3RD

By MAURY POWELL
MOTORACING Staff Correspondent

NEW SMYRNA BEACH, Fla., Feb. 10—Considerably outclassing his rivals both in equipment and driving skill, Carroll Shelby, Dallas, Tex., won two-for-two today in the National Sports Car Day Races here at New Smyrna Beach Airport.

Easing his lithe frame into John Edgar's red 4.9 Ferrari for his first start in the second race, a 12-lapper for modifieds, Shelby displayed his usual finesse and scored by seven seconds over Richie Ginther of Santa Monica in Tony Parravano's 3.0 Ferrari. Winning time was 19 min. 5 sec.

Other photos on Cover Page & Page 3, complete charts on Page 11.

a blazing average of 95 mph on the 2.4-mile paved course!

Marvin Panch, Daytona Beach, earned third trophy in a modified Ford Thunderbird, while fourth went to Hollywood's Eric Hauser in Parravano's 4.9 Ferrari. W. Smith, Tampa, Fla., was fifth in a Lotus Mk. XI.

The first five finishers all completed 12 laps.

In the 40-lap Pure Oil Trophy feature, Shelby started in front and stayed there with nary a scare. His early contention came from Ginther, who was sidelined on the 32nd lap when his mount's flywheel broke.

Panch, a topflight NASCAR stock car pilot, turned in a com-

(Continued on Page 2, Cols. 1-2)

SMFCC RALLYE

The Santa Monica Four Cylinder Club is sponsoring an "Idiot's Delight" rallye March 3. Start is from Sear's parking lot, Santa Monica, 10 a.m.

Pro Races

Inactive for the past few months, Road Racing Register (RRR) has scheduled two professional road racing programs for the Willow Springs 2.5-mile course, near Rosamond, on March 17 and April 28, it was announced today by Bob Kudler, RRR president.

Last year, Triple-R staged races at Gardena, Bonelli Stadium, Saugus, and Willow Springs. (Read Vignettes, p. 3.)

EAMES' T-BIRD POSTS TOP TIME AT DAYTONA

DAYTONA BEACH, Fla., Feb. 18—A modified Thunderbird, driven by Danny Eames, Long Beach, Calif., posted best average time of 160.356mph in the "Flying Mile" run for sports cars here today as NASCAR Daytona Speed Week closed.

Top averages, according to Chief Timer Joe Epton:

B Modified, Danny Eames, T-Bird, 160.356; C Modified, Jack Rutherford, D-Jag, 159.787; C Production, Paul Goldsmith, '57 Corvette, 131.941; D Production, Phil Stiles, Austin-Healey, 134.756; F Production, Fred French, Porsche sedan, 107.955; F Modified, Bill Buff, Porsche Spyder, 135.491; G, Kip Mitchell, VW, 68.435; Experimental, Nickie Griffin, '57 fuel-injected Mercury Turnpike Cruiser, 139.211.

Other closing events saw Speedy Thompson, modified Plymouth, win the 125-mile sportsmen's and modified race in 1:15:41, avg. 99.097; Tim Flock, '57 Mercury, win the National Convertible Championship race, 1:34:45, avg. 101.32 (new track record); Cotton Owens, '57 Pontiac, win the 160-mile Grand National Championship Circuit race, 1:34:29, avg. 101.60.

In a surprise development, Pete de Paolo of the Ford racing contingent announced the team's withdrawal from the 12-hour Sebring race, March 23-24, explaining it interfered with the regular schedule of NASCAR and USAC racing.

Word here was that the Corvettes, with a new suspension for Sebring, will present a terrific threat. —MAURY POWELL

FIA Status For 3 Local SCCA Races

DAYTONA BEACH, Fla., Feb. 20—George Cary, Jr., Beverly Hills, who stages races for the L.A. Region of SCCA and was race coordinator for last week's National Sports Car Day races at New Smyrna Beach, said today three 1957 Southland SCCA races had been granted FIA status.

He received the word from FIA headquarters in Paris, which informed him five US races, three in the Los Angeles Region, had been granted such status.

The three L.A. SCCA races are Palm Springs, April 6-7; Santa Barbara, June 8-9, and Palm Springs, Nov. 2-3.

This, in effect, means that world-famed European drivers will be allowed to compete and races would be of a pro-amateur nature, with segments open to such pro groups as RRR (Road Racing Register).

Tentative plans call for the April Palm Springs races to be pro-amateur, the pros racing on Saturday and the regular SCCA fare on Sunday. It is said there will be no cash awards.

At presstime, Lindley Bothwell, president of the L.A. Region of SCCA, was contacting the National Westport Pharaohs for clarification of the FIA status, limitations of pro eligibility, etc.

Cary has been seeking the FIA blessing for more than two years. In the past, it has been granted to only two events —the Indianapolis 500 and Sebring.



GEORGE CARY, JR.
Gets The Word At Last

Join Motoracing's Big Tour to Hawaii

MOTORACING is going to Hawaii and we'd like to have you join us.

The reason for the air trip to the Land of Aloha is Hawaii's International Speed Week, April 19-20-21, which will attract some of the best cars and drivers on the Coast.

The MOTORACING tour is being conducted in cooperation with Dusty Mahon and Westwood Travel Service, 1133 Glendon Ave., Westwood Village.

Dusty is famed far and wide for his yearly racing tours to Europe, Nassau and wherever sports car races are held.

The tour will be aboard one of the giant, comfortable Clippers of Pan American World Airways, "the world's most experienced airline" and first to fly the Pacific and round-the-world.

The package deal includes nine nights in Hawaii, with departure from L.A. International Airport Saturday, April 13, and return from Honolulu, Monday, April 22.

Cost for a couple is \$585 and up, for a single person \$298 and up. This includes roundtrip by PAA, hotel for nine nights, transportation from the airport to hotel and the big Victory Banquet.

It's the chance of a lifetime. Travel with MOTORACING's corps of experts who will be on hand to cover this big event. Ray Turnbull, who is staging the event, announced yesterday it is not an SCCA event, but is being sanctioned by the Associated Sports Car Clubs of Hawaii, Ltd.

Eight races are slated April 20, six the next day, at Dillingham Field. The course has been reduced to three miles.

Don't miss this chance-of-a-lifetime tour. Get complete details from Dusty Mahon at GRanite 8-9823.

Star Field For Sebring

SEBRING, Fla., Feb. 20 — An inter-continental battle for sports car supremacy in the Florida International 12-Hour Grand Prix of Endurance for the Amoco Trophy is definitely assured as two American manufacturers filed official entries. American entries include two Ford Thunderbirds and four Chevrolet Corvettes. The race will be held at Sebring, March 23.

Sixty-two cars, representing 13 countries and 20 manufacturers, have been assigned positions in the starting line-up. Eight additional entries have been officially listed as reserves and will be given first chance to replace any cars scratched before the race.

Countries represented in the starting lineup, as of now, include: England, Scotland, France, Germany, Italy, Spain, Canada, British West Indies, Dominican Republic, Puerto Rico, Venezuela, Argentina and the United States.

Cars officially entered, and the countries of their origin include: (Italy) Ferrari, 8; Maserati, 6; Alfa Romeo, 3; Stanguellini, 1, and Osca, 1; (England) Jaguar, 7; MG, 3; Arnold-Bristol, 3; Lotus, 3; Austin-Healey, 2; Cooper, 2; Triumph, 2; AC, 2, and Morgan, 1; (France) Renault, 3; D-B, 1; (Germany) Porsche, 6; and Mercedes-Benz, 2; (United States) Corvette, 4; Thunderbird, 2.

Cars will be driven by top-flight drivers from the Grand Prix circuits of the world and will include outstanding American stars. The Ferrari team will include such stars as Eugenio Castellotti, last year's Sebring (Continued on Page 2, Col. 5)

Big Jaguar Plant Fire

COVENTRY, England, Feb. 20—Reconstruction work already is under way following the big fire, which blazed through nearly half of the huge Jaguar Automobile Works last week, destroying a large part of Britain's precious dollar-earning capacity.

This further dimmed the outlook in this "Detroit of Britain" where widespread unemployment already had become a bleak wintry aftermath of Suez and gasoline rationing.

The fire damaged hundreds of cars, many awaiting export to the U.S.

Officials said the fire was an "absolute tragedy" and damage would reach "several million dollars."

The plant normally produces about 1000 Jaguars a week valued at \$2,800,000. Up to 80 per cent are sold abroad.

According to reports, prototypes of the latest Jaguar models escaped damage in the blaze.

Gough Opens New Plant

Under the generalship of young John Beazley, termed by many "The Boy Wonder of the Foreign Car Industry," the fabulous new Automotive Divisions building of Gough Industries was christened at a lavish Champagne party last week.

Located in Dominguez, eight miles north of Long Beach, near Compton, the gleaming, modern new plant occupies 50,000 square feet and 4 1/2 acres of ground.

The building alone was built at a cost of \$750,000, and \$100,000 is represented in new equip-

ment, said Beazley, general manager of Gough and a director of the company.

Tripling the space formerly occupied in the northeast section of Los Angeles, the new facility can handle and process 1000 cars monthly.

Forty-four years in Los Angeles, Gough Industries is the importer and distributor for MG, Austin-Healey, MG, Magnette, Morris and Austin cars, products of British Motor Corp., Ltd., in California, Arizona, Nevada, Utah and Hawaii.



Racing Pow-Wow

By Maury Powell

SHELBY SHOWS THE WAY IN EDGAR'S 4.9 FERRARI

(Continued from Page 1)

mendable effort with his Peter DePaola-groomed T-Bird, modified to the hilt for second, while Lance Reventlow, Hollywood, turned in the best effort of his short racing career to finish third in his new Maserati 200S1. Both were one lap behind Shelby.

The first eight cars to finish were of different marques.

Shelby's winning time was 1 hr. 5 min. 47 sec., an average of 87.56 mph as he clocked 106 seconds (1 lap and 3 seconds) ahead of Panch. Reventlow's Maser was 158 seconds in arrears. Incidentally, the course was altered yesterday for safety reasons and included 12 turns.

The first finishing production car, thereby collecting MOTORACING's trophies for owner and driver, was a 1957 Chevrolet Corvette. Driver was Paul Goldsmith, St. Clair Shores, Mich., coming in fourth, two laps behind Shelby.

Start-finish line presentations were made by beautiful Mary Jane Mangler of Philadelphia, ruling as "Miss NASCAR."

Fans, seeing Shelby had the situation under control, centered attention on the Corvette-Thunderbird struggle, with Panch, who was a late replacement for Troy Ruttman, Lynwood, Calif., simply having too many horses with his fuel-injected, super hopped-up 350hp mount. Its performance was a tribute to long hours put in by Chuck Daigh and Danny Eames, both ace Southern California speed wizards. Too, Jim Travers, noted for his work with the Indianapolis-winning Keck autos driven by the late Bill Vukovich, assisted with the preparation. Ruttman likely would have received an Indy ban had he competed.

Smith was fifth again with his going Lotus Mark XI.

YOUNG DRIVER SUFFERS SERIOUS INJURIES

Staged under the auspices of Bill France Racing, Inc., the meet attracted 2500 fans yesterday and 12,000 today. Maestro Paul Whitman was race director and Claude Haycraft Jr., Tampa, Fla., assistant. Race coordinator was George Cary Jr., Beverly Hills, Calif.

Several spectacular accidents resulted in severe injuries for one driver. During pre-race practice today, 22-year-old Michael Marshall, Miami, Fla., Porsche dealer, lost control and skidded off the course onto the soft sand shoulder. His mount flipped several times and Marshall sustained a broken neck that brought about paralysis. Doctors at Fish Hospital here would not say whether the condition was permanent or of a temporary nature.

Joe B. Sheppard, Tampa, Fla., lost control, possibly due to a locked rear end, he believes, on turn nine, and landed in the soft sand. He was forbidden to move his Lotus Mark XI by course officials, returning to his pits in a huff.

He and his father, Jack, really had something to beef about only about 15 minutes later when Richard W. Jalburt, New Providence, R. I., gunning a Chevy Corvette, lost control near the same point and his mount flipped, coming to rest upside down upon Sheppard's Lotus. The latter auto was flattened, while Jalburt and the Corvette got off light.

John Cuevas, Miami, Fla., flipped his Porsche Carrera, but also escaped with minor injuries.

Cuevas had won the first race, a 10-lapper for the small bores and sedans, ahead of Howard Fowler, Miami, in a Porsche Speedster. His winning time was 19 min. 24 sec. Lloyd P. Casner, also of Miami, was third in an MG-A.

Smooth-driving Paul O'Shea of Port Chester, N.Y., came through as expected to snare the third race, a 12-lap scramble, open to C, D, and E productions, the 300SLs going in a special category. His 300SL scooted across the wire ahead of Goldsmith's Corvette, while Fred Windridge, Arlington, Va., was third in another Corvette. O'Shea's winning time was 20 min. 53 sec.

IT SHOWS PROS AND AMATEURS CAN VIE TOGETHER

Perfect weather prevailed for the two-day meet, staged just 14 miles south of Daytona Beach. Neither approved nor disapproved by FIA and SCCA, the program proved to observers that pros and amateurs could compete together under proper conditions.

However, it did not appear likely it would set any sort of trend, and we're guessing this "open competition" type of thing will meet strong opposition from FIA and SCCA in the future.

★

TEEPÉE TAPPINGS—At the Victory Banquet, trophies were dished out by lovely Jan Harrison, New York and Hollywood actress. Barbara Babcock, Beverly Hills, Calif., socialite, presented MOTORACING's trophies to Goldsmith and Babb.

O'Shea, whose 300SL was withdrawn from the feature due to "limited slip" trouble, said his itinerary next included Havana and Palm Springs. He didn't expect to drive in Europe until the Fall. . . . Shelby informed us he was heading for the Sebring 12-hour enduro soon to join the Maserati factory team. The event is March 23 and 24.

"I'm looking forward to co-driving with Juan Manuel Fangio for the first time," the popular Texan said. "Maserati also is sending the team of Stirling Moss and Jean Behra as far as I know," he stated. Shelby also indicated he would commute from the Lone Star State to the various Grand Prix events rather than reside in Europe for any prolonged periods.

RACE PROGRAM RECEIVES TOPFLIGHT COVERAGE

Mike Womer of New York City was in charge of Sports Illustrated coverage. Frank M. Blunk, New York Times sports car writer, was on hand here. . . . Chris Economaki covered for National Speed Sports News; Nat Kleinfield and Fred Pfisterer for Illustrated Speedway News; Dean Moon for Popular Mechanics and Trend; Wally Parks and Ray Brock for Hot Rod; and many more.

John D. Whitmore and Ted Webbe were on hand for radio coverage via Mutual Broadcasting System. After the race, Shelby was given a police escort to appear with Don O'Reilly on the latter's WESH-TV sportscast in Daytona Beach.

"Observers" included Duane Carter, USAC's director of competition, and Dave Allen and Bill Lloyd, SCCA officials.

George Cary will take in the Havana races February 25 before returning to Los Angeles.

MILES ELECTED

Britisher Ken Miles, whose conduct has banned him from local SCCA races, has been elected president of the California Sports Car Club for 1957. Cy Yedor was named vice-president, Dick Hayward, secretary, and Ray Frug, treasurer.

MOTORACING

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LETTERS

to the Editor

FAVORS GILBERT PLAN

Hurrah for Bob Gilbert! Hurrah for all the Bob Gilberts that feel the same way about this sissy roll-bar destruction crew act on production cars for production car races.

Let's face it. Our circuits are much safer than any of the European circuits. If you showed up at any production-car race in England with a roll bar, they would laugh you right off the track. They wouldn't object to the bar itself, but they would jolly well think you were a fugitive from an American dirt track.

Bob has a wonderful idea about the business of classifying any towed car modified. Let me tell or add fuel to the fire by stating that in the "old days" the average man who drove his car to the races without benefit of super-service foreign car establishments or specialized shops, ordered a service manual from abroad and did his own maintenance and his own tuning. Plus that, he had a hell of a time doing it.

In other words, gentlemen, he was having fun and enjoying himself. He found it a wonderful physical and mental outlet to express his ideas and put them into reality. Now the average character that drives in the production car races doesn't know a camshaft from a valve. Don't tell me that I'm wrong either, because I have seen them standing over their cars like perfect idiots not knowing what was going on!

He who can afford to drive in the races can afford to have the best mechanic available tune his car to perfection. If we want to have successful racing, we have to revert back to the manner in which THE AVERAGE JOE, WHO SAVES UP HIS BLOOD MONEY AND MANAGES TO BUY AN MG OR JAGUAR, CAN STAND A CHANCE OF WINNING A PRODUCTION EVENT!

If you feel like printing this letter, do, as I would like the CSCC and SCCA to get wise to themselves and take some steps to make the races more interesting to both drivers and spectators alike.

Richard Hill
Beverly Hills, Calif.

GOOD SUGGESTION

Enclosed you will find my check for \$3 for a one-year subscription to MOTORACING.

May I offer a suggestion? Why not run a short column in your paper discussing such vital subjects as carb tuning, clutch repairs, water pump repairs, etc.? Such information is very scarce and would certainly jump the circulation of your newspaper considerably.

It seems to me that if you can devote column after column and page after page to humorous incidental sports car matters, you can and should spare the time to print something worthwhile for the more serious-minded enthusiasts.

Robert R. Worthington
Houston, Texas

(Editor's Note—We've had that feature in mind for some time . . . hope to inaugurate it soon.)

THANKS FROM EDGAR

I am writing you to express my deep appreciation of the award which you made for my 4.9 Ferrari as being Best 1500cc car in 1956, and also for the award to Carroll Shelby for best driver for 1500cc car.

Both of us are really pleased to receive these awards. They mean a lot since the basis of the award was determined by popular vote on ballots published in MOTORACING.

Kindest regards and best wishes.

John Edgar
Encino, Calif.

THIS READER AMAZED

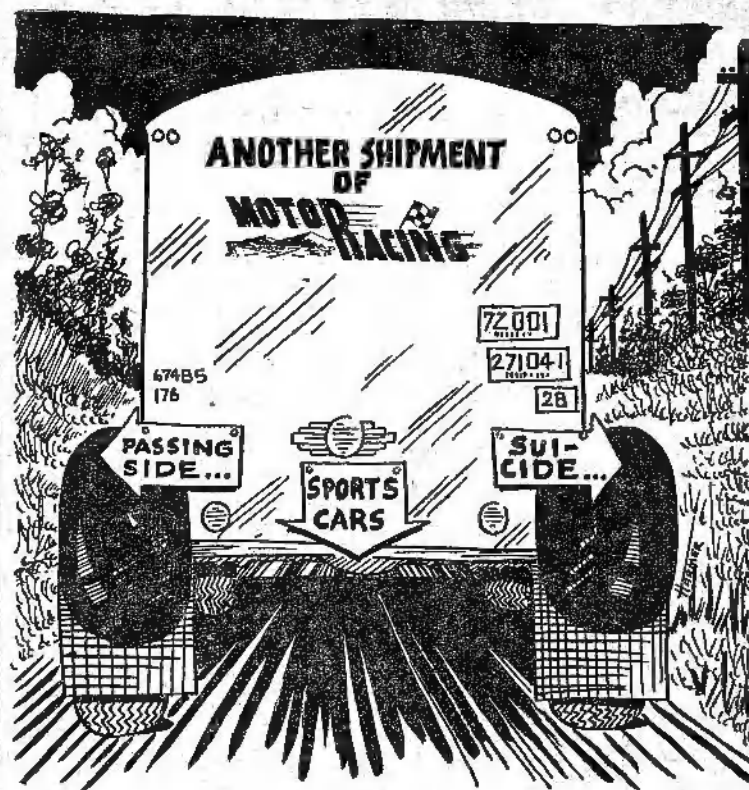
The enclosed form enters my subscription. The form is from the Jan. 25-Feb. 1 issue which I picked up at Autobooks.

I was particularly impressed with the very excellent coverage of the Pomona races. Such coverage of all the races would be most welcome.

I was also amazed to read the columns on Miles and the CSCC. I have always thought that more sportsman-ship was displayed at sports car events than most other competition events. In fact, I was introduced to sports cars a little over a year ago and my experience with dealers, owners and such has found them courte-

SPORTS CAR-TOON ★

By Bill Harmer



I AIN'T DEAD . . . YET!

BY CRACKY

(Not after . . . nor with apologies to . . . anyone)

PROLOGUE

You are somewhat unkind to the halt, lame and blind,
And to some other drivers I've met.
So in defense of our group, I'll give you the poop . . .
"We ain't dead . . . yet!"

I know who you are; at the end of the bar
With your snout in a bucket of Schnapps;
A cigar in your cheek that's been there a week;
And the kids getting "Come home, Pops—
Ma, too."

Just because of a shot some lucky guy got
Of a Cooper standing on end;
You seem to forget you also once met
The same Waterloo, my friend.
How's your head?

Now here's my excuse: The front end broke loose . . .
On and on the little car thundered.
Until quite naturally, "Into the Valley . . .
Rode the 500" . . .
And I . . .

Despite what you write; my hair is not white
Nor my toes curling up at the end.
And I'll bet that you, too, had a slightly loose screw
After missing a very tight bend.
You know where.

"You are old," said the youth . . . that's hardly the truth;
For I'm spry, I'm healthy and free.
What's 48 years . . . or for that matter . . . beers
To the driver of Formula III.
Cooper to you.

And as for my wife; that light of my life
Won't give the races a look.
She says, "It's not funny, somebody's gotta make money."
Anybody want an Autobook?
2708 Magnolia Blvd., Burbank (Advt.)

As a matter of fact, I'll admit that I'm cracked
On the subject of hot little bombs
Like Effghs and Coopers . . . not Porches or Poopers;
For whom we have no qualms.
Excepting a few.

And so on the morrow; like death, taxes and sorrow
The sun will rise and will set.
Likewise, my friend, I will creak to the end . . .
"I ain't dead . . . yet."

EPILOGUE

It took me all night, this ditty to write,
And in closing I'd like to impress:
That our races are fun; for old and for young.
But it is also fun to digress.

ous and willing to enlighten me on many points.

I can attest to the courtesy of the competitors, at least from a spectator's point of view, having attended most of the past year's CSCC state. Perhaps it's just a case of the few giving a black eye to the many.

Anyway, keep up your fine coverage and you'll have a steady customer.

Allen Day
Upland, Calif.

A GREAT IDEA

Enclosed find my renewal for MOTORACING. I think it is a fine paper and we all need a paper that tells all the truth as your paper does. Keep up the good work. I do not belong to the CSCC or the SCCA either as I feel as you and so many others do about them. I do hope to be connected with RRR before too long. Thanks to you and the other members of MOTORACING for the fine articles and coverage you give us.

A new car club has started in the Hollywood district, open to all car owners and people who like cars and car events but sometimes do not own a drive sport car. By having a club open to all "good fellows," it would enable many to enjoy automobiles regardless. At present we have approximately 20 members and we need more good members. We have had one four-hour rallye. We are planning a large Concours, at Barraclough's, 6220 W. Third St.

Anyone interested should call the secretary, Roger Engler, HO. 9-3458, or me, Lou Ellis, the president, HO. 2-0483. Name of this new club is Motoring Limited. Thanks very much.
Lou Ellis, President,
Motoring Limited
Hollywood 38, Calif.

MORE FOREIGN NEWS

I think you should expand your coverage of events on the international calendar.

Arthur L. O'Connor
Portuguese Bend, Calif.

A BIG MYSTERY?

If you ever discover what is the answer to racing in the U.S.A., please let me know. I have been look-

SEBRING DRAWS LEADING PILOTS

(Continued from Page 1)

winner, Luigi Musso and Caesar Perdisa, Italy; Marquis dePortago, Spain; Count Von Trips, Germany; Peter Collins, England; Porfirio Rubirosa, Dominican Republic; Masten Gregory, Phil Hill, United States.

Maserati line-up will include: Stirling Moss, England; Jean Behra, France; Carlos Mendetiguy, Argentina; Carroll Shelby, United States and Harry Schell, United States and France.

Porsches will be piloted by Umberto Maglioli, Italy; Hans Herman, Germany, and Americans such as Ed Crawford, Frank Bott, Charlie Wallace, and A. Bunker.

Jaguars team will include Iva Bueb and Mike Hawthorn of England, Ninian Sanderson and Ron Flockhart of Scotland and Americans, Briggs Cunningham, J. Gordon Benett and Russ Boss.

ing since 1928 for a solution.
George Beavis
Lynwood, Calif.

GRATEFUL READER

Thanks a lot for your prompt response to my letter about the Christmas issue. You've got yourselves a lifetime subscriber.
Paul Tschampel,
Tucson, Ariz.



Vignettes

By Gus V. Vignolle

YOU HAVE TO GIVE TRIPLE-R FELLOWS PLENTY OF CREDIT

IF THE enthusiasm and verve generated by RRR (Road Racing Register), the pro racing group, is any barometer, look for the dough-for-go boys to move swiftly when their time comes.

That time, of course, is when pro racing takes over, busting down the wall of sham, hypocrisy and senselessness associated with "amateur" racing as it is conducted here now.

Don't misunderstand. Amateur racing is OK, providing they did it of the bull-con, quit going on huge promotional binges, reap golden harvests — and give the drivers what? A tin cup and the ol' raspberry!

But most of these pawns don't care. What the heck — there's the glory and exhilaration of driving! That's better than m-o-n-e-y. Reams could be written about this subject, but we'll leave it for another day.

We started out to tell you about Triple-R, about which a few kind words are long overdue. Pro road racing is a cinch, in time, to take over here—just like pro football and pro tennis.

RRR has had it tough. They've

been belted and kicked around, but they've never given up. I salute the group's spunk and its refusal to fold up the tent. When pro racing does take over — and it can't miss — we only hope RRR is sufficiently well-adjusted, entrenched, capably led and advanced to the point of taking under its wing the "amateurs," who by that time will have seen the light.

GREAT TURNOUT FOR RRR MEETING

At present there are some 160 members in RRR. At the last meeting **MORE THAN 100** turned out. Another "amateur" club here has 1400-odd members, yet at its farcical annual general meeting last month, **LESS THAN 100** showed up!

This enthusiasm and intense interest speaks well for RRR, although that ain't all that's going to make it go.

The main trouble has been in lining up a suitable course: meanwhile, members have been going batty waiting for a chance to race.

Niel (Whitey) Thuesen, a driver and one of the RRR officers, told of RRR's offer to race at Pomona, with **ALL PROCEEDS** above actual cost (no \$ for any RRR personnel) going to Hungarian Relief or any worthy charity. In return, the group sought a date later in the year for a straight pro race.

"We were given assurance we could run in February," Whitey said, "but four days later they told us they had enough racing for the year. They then scheduled a stock car race in our place—and not for charity."

The pig merchant and garbage collector, who got the stocker, is the same one who had that flop at Paramount. It is curious that both Pomona and Paramount are that "amateur" outfit's spots. The Pharaohs and this guy work together. This is not surprising at all. This alliance chokes off any body else.

What absolutely amazes this writer is that RRR was so naive and silly to think it had a chance to land that "amateur" club's course, Elks or no Elks. I suppose now they'll try to get Paramount. Come on, kiddies, let's get with it.

Aware of this opposition, Thuesen added: "We believe owners and drivers should be treated fairly and as gentlemen, with no privileged cliques. We do not feel any driver should be restrained for his desire to win nor that any car should be rejected because it goes too fast, just so long as it is safe and legal."

We admire this type of idealistic thinking. It is noble and purposeful. But it has never worked. You have your answer in strife, wars and the disintegration of the human race.

But RRR's next statement is more in keeping with the times: "We feel we have to show our opposition, the public and the owners and drivers that we mean to stay in business, hence we are scheduling four races at a track that is readily available."

Unfortunately, that track is Willow Springs, a good safe course for drivers and fans, but still a miserable and lousy layout.

TWO DATES SET FOR WILLOW SPRINGS

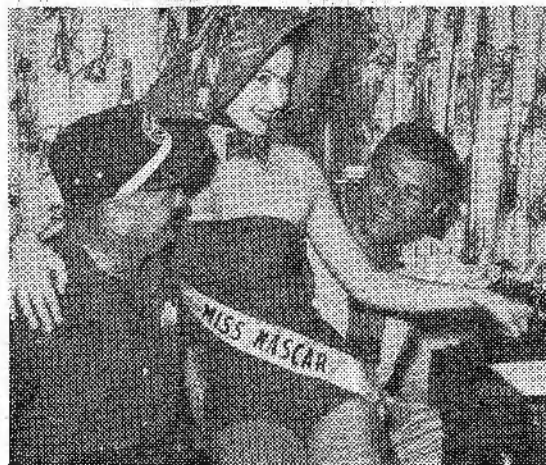
The joint is too far from the center of population, and only twice were weather conditions good. The rest of the time it was horrendous. Your eyeballs were coated with sand and you could have grown potato patches in your ears. The temperature was either freezing or boiling.

So it's Willow Springs for RRR on March 17 and April 28. This must make you feel as inadequate as a man playing polo without a horse.

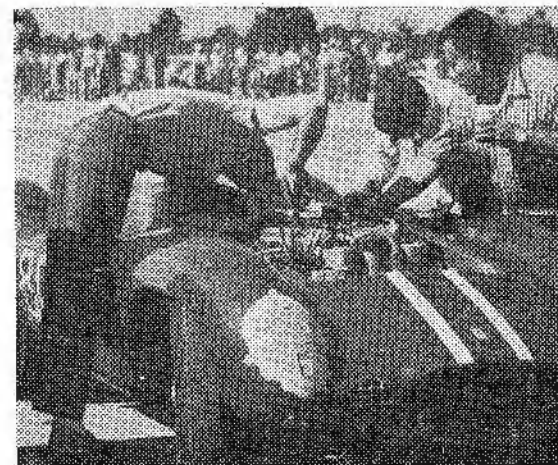
But as Thuesen puts it, "Willow Springs is a real challenge to the drivers—for what other purpose do we race?" The first half of that sentence is correct, the other half needs amending along this order: Both RRR and the "amateurs" race for the biggest, the fattest, the greatest gate possible.

That "amateur" club so it can magnanimously give the drivers a tin cup and stick the rest of the loot in its coffers, RRR so that it can give the scratch back to the guys who make the whole deal possible—the drivers.

We hope it is clear and fair and that nary a breeze is stirring at Willow—and that you pack 'em to the gunwales and make a mint! . . . so we can all become Imperial Wizards and dine on quail a la financière.



WORKING PRESS? — Houston Lawing of Bill France Racing, Inc., left, and MOTORACING'S Maury Powell get secretarial (?) aid from Mary Jane Mangler, Philadelphia, Pa., "Miss NASCAR." Scene is race headquarters in huge trailer provided by Mobile Homes Manufacturers Ass'n. for New Smyrna Beach races.



CHANGE PLUGS!—That's Tony Parravano's trademark expression while working on his sports cars. Here he (far right) directs pit operation as Bart Spiegelman, left, and Johnny Peters work on Parravano's 3-liter Ferrari at New Smyrna Beach course. Tony's two cars ran into mechanical troubles in 40-lap feature.

Results! Results! Results!

MOTORACING AD PAYS OFF — QUICK!

JAMES ROWLAND LOWE
244 Kearny Street
San Francisco, California
February 12, 1957

Mr. Gus V. Vignolle
MOTORACING
725 N. Western Avenue, Suite 14
Los Angeles 29, California
Dear Gus:

I know that publishers like to hear good things about their magazines and I think the response to my classified ad offering my Frazer-Nash for sale in your issue of February 8th is something of a record.

I assume that this issue reached your Los Angeles subscribers on that date because at noon on the 8th Jim Firestone telephoned me from his home in Monterey Park in response to this ad wishing to purchase the car. He came to San Francisco on the 9th and by noon of Sunday, the 10th, was driving it back to Los Angeles with all details concluded.

Granted that the car was an attractive buy, still I think you should be congratulated on your coverage.

With best regards,

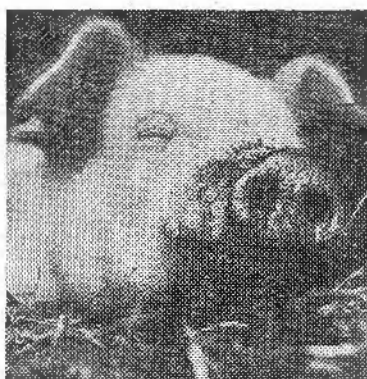
Very sincerely,
(Signed) Jim Lowe

SCCA RALLYE

L.A. Region of SCCA stages its annual Spring Rallye on March 10. Meeting place for the 300-mile event is Merle's Drive Inn, Coast Hwy. & MacArthur Blvd., Corona Del Mar (Newport Beach), 8 a.m. Entries close March 4. Duane Alan is rallye master. Event is sanctioned by So. Calif. Council of Sports Car Clubs.

CLUB FORMING

Highland Park, Lincoln Heights and South Pasadena sports car enthusiasts with a yen for rallying are invited to contact Frank Roop at Noll Motors, 4301 N. Figueroa, Capitol 1-4118. Roop plans to form a club of 25 to 30 members.



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• Up the Straights

By Jim Mourning

THAT GUY ALWAYS THERE STIRRING THE OL' POT

ALTHOUGH WE haven't gone into it with the thoroughness of a Gallup, a Roper or even a Kinsey, our informal survey has yet to turn up anyone who was surprised at the outcome of the CSCC election.

Whether this indicates general cynicism or general satisfaction is something we'll leave to sager heads while we dash in to knock out a fast chorus of "Lullaby of Birdland" on our zither.

But the choice of Ken Miles for president is another thing again. As a matter of fact, from the reaction, we might say it was two other things again.

Of course, Miles' backers will stand up and defy me to name someone better suited for the job. Although it clashes with the rock-ribbed beliefs of our curly-headed editor, he's never denied us the right to express our opinion, so we'll go out on a limb and admit we don't think the club could do any better than it did last year.

About the worst crime we can personally accuse Joe Weissman of is miserable press and public relations work. And even this accusation has a few holes in it. From personal knowledge, we know that much of what passed for wise-guy tactics resulted from trying to back up board members with whom he disagreed, or from covering up the blunders of one official or another.

Miles, on the other hand, has been right in there stirring the pot in a large percentage of the cases. We've heard this has been done deliberately to take the heat off some of the chaplains who can't or won't fight back for themselves. Frankly, knowing Ken as we do—and liking him personally if not officially—we're inclined to be-

lieve this. It's just the sort of role that might appeal to him. But if it's true, he deserves a medal and a well-applied sandal in that order.

The medal, of course, is for the display of concern over his fellow man. For what's supposed to be a gentleman's sport, road racing has seen precious little of it in recent months.

But the boot is also in order. Any laddies who can't or won't take the responsibility for their actions or at least show some backbone when harpooned certainly aren't fit to run a club that holds the competitive life of Southern California in its hands. Road racing needs namby-pambys like it needs rocks in the radiator.

Actually, there are deeper ramifications to Miles' selection. At present, a lot of kiddies are struggling to bring true international competition to this country. The Los Angeles region is bound to be a major focal point. But to bring things off with a minimum of grief, harmony and cooperation are necessary between all groups and individuals concerned. In the face of Miles' ouster by our only national club and the constant criticism of his actions, his election can only be interpreted in one of three ways. Either it's a classic blunder, a vote of supreme confidence or a thorough nose thumbing for the racing enthusiasts.

Of course, it is just possible that the CSCC has no desire to help international competition become established in Southern California. The SCCA, after all, has apparently chosen to go the penny ante route. But we find it difficult to believe that the club that's led the way all the way would suddenly decide to drag its feet.

Letter to the Editor:

A FERVENT QUERY!

Dear Sir:

Attached please find part of the California Sports Car Club's financial report, which was carried in the Newsletter for July, 1956. I am referring specifically to the Torrey Pines race, January, 1956, and Santa Barbara, March, 1956.

Also attached you will find these same two races in the report issued by the club early last month. Compare them and let me know what goes! I don't get this! Please do not print my name because I want to continue racing in CSCC events. I did not vote for "the regime." Since my choices were not for the "top brass" and I wanted to continue racing, it would have been foolish to "vote the other way" and sign my name to the ballot, which was mandatory.

Sincerely yours,
(Name withheld by request)
Los Angeles 17.

(Editor's Note—If the Cal. Club sends us the answer, it will be forwarded to you.)

TORREY PINES—JANUARY, 1956

(Reported July, 1956)

Revenue	\$19,298.37
Expenses—	
1. Advertising and Publicity	2,291.72
2. Course Preparation	5,324.83
3. Fees	1,799.62
4. Hotel, Travel, Coordinator	974.88
5. Mailing and Secretaries	146.61
6. Tickets	176.34
7. Program	35.00
8. Trophies	1,056.51
9. Insurance	539.83
10. Equipment	2,519.90
11. Fees to other groups	2,561.25
Total Expenses	\$15,018.87

Net Racing Income

SANTA BARBARA—MARCH, 1956

Revenue

Expenses—	
1. Advertising and Publicity	2,887.27
2. Course Preparation	4,327.62
3. Fees	1,750.00
4. Hotel, Travel, Coordinator	854.55
5. Mailing and Secretaries	70.75
6. Tickets	193.98
7. Program	176.50
8. Trophies	991.67
9. Insurance	1,845.83
10. Equipment	2,519.90
11. Fees to other groups	2,561.25
Total Expenses	\$18,179.90

Net Racing Income

WRITERS. NOTE

Writers of sports car news are requested to contact "Rusty" Odorous to specify their deadlines and type of news needed in connection with the So. Calif. Council of Sports Car Clubs. She can be reached by calling SY 8-1764.

TORREY PINES—JANUARY, 1956

(Reported Jan., 1957)

Racing Expenses—	
Advertising and Publicity	2,291.72
Course Preparation, Sound and Coordinator	7,309.45
Coordinator, Hotel, Travel, Mailing, Secretarial, Tickets and Programs	974.88
Trophies	271.40
Insurance	1,056.51
Motor Patrol, Police and Firemen	754.83
Ambulances and Emergency Equipment	798.30
Course Repairs, Maintenance and Clean-up	200.00
Scoring, Flagging, Workers' Lunches, Utilities and Related Expenses	391.37
Cooperating and Co-Sponsoring Organizations	598.86
Total Racing Expenses	806.50

Total Racing Income or Loss

SANTA BARBARA—MARCH, 1956

Racing Revenue

Racing Expenses—	
Advertising and Publicity	\$ 8,603.55
Course Preparation, Sound and Coordinator	7,369.62
Coordinator, Hotel, Travel, Mailing, Secretarial, Tickets and Programs	894.55
Trophies	734.85
Insurance	1,029.57
Motor Patrol, Police and Firemen	2,217.58
Ambulances and Emergency Equipment	819.00
Course Repairs, Maintenance and Clean-up	150.00
Scoring, Flagging, Workers' Lunches, Utilities	61.25
Racing Revenue	18,653.37
Course Rental	864.39
Cooperating and Co-Sponsoring Organizations	1,410.44
Total Racing Expenses	2,700.00

Total Racing Income or Loss

Net Racing Income or Loss

Net Racing Income or Loss

Net Racing Income or Loss

Net Racing Income or Loss

Net Racing Income or Loss

Net Racing Income or Loss

Net Racing Income or Loss

Net Racing Income or Loss

RALLIES

FEBRUARY

- 24—Jaguar OA Hare and Hounds Rallye, 8100 Sunset Blvd., 9 a.m. (3 hours).
- 24—Glendale FCCA Glendale Derby Rallye, Griffith Manor Park, Glendale, 9 a.m.
- 24—Thunderbird Foreign CC Point Event Rallye, Sears-Pomona Lot, 9 a.m.
- *24—San Diego Sports Car Club 7th Running, Don Diego Rallye, Town & Country Hotel, 500 West Camino del Rio, San Diego, 7:30 a.m. (championship).
- 24-28—Sestriere Rallye (European).

MARCH

- 3—Singer Owners' Club Rallye to Snow.
- 3—Santa Monica FCCA Idiot's Delight Rallye, Sears-Santa Monica Parking Lot, 9:30 a.m.
- 3—Mercedes-Benz Club, Apple Valley Rallye, 1201 Ventura Blvd., 9 a.m.
- 5-9—Great Britain Rallye.
- *10—Los Angeles Region SCCA Spring Rallye. (championship).
- 17—T-Timers Inc., Santa Ana Branch, 2nd Annual Reliability and Poker Run, Prentice Park, Santa Ana, 9 a.m.
- 24—Studio City Kiwanis Club with cooperation of Porsche Owners' Club, Sports Car Slalom, May Co. Parking lot, North Hollywood, 9 a.m.
- 30—Paramount Studio SCC 1st Annual Awards Banquet (location later).
- 30—Singer Owners' Club Night Rallye.

APRIL

- 10-14—Acropolis Rallye (European).
- *14—Orange County SCC, Gymkhana.
- 14-15-16—Thunderbird Foreign CC 1st Annual New Car Sports Car Auto Show, Pomona Valley Center, from 10 a.m.
- *20-21—MGCCA English Trials.
- *27-28—Lockheed SCC 24-hour Championship Rallye.
- 27-28—Singer Owners' Club Weekend Trip.

*Indicates So. Calif. Council approved.
Need a driver or navigator or do you want to drive or navigate? Call Evvie Vogler, Rallye Partner Bureau, TOrpango 4042.

'New' Monise Motors

Monise Motors, Walnut and Santa Anita, Pasadena, has added 6000 square feet and modernized its entire operation to service 11 cars at one time. The firm is dealer for DKW, Aston Martin and Viking quarter midgets and roadsters. Frank Monise is in charge of shop and services, with Jack Bates handling new car sales and showroom.



NEW JAGUAR XK-SS, which is being introduced in the U.S. this month. A series production car, with full touring equipment, it is powered by a 262 hp., twin overhead camshaft XK engine and is equipped with four-wheel disc brakes. It's designed for those who want to combine high performance touring with participation in production sports car racing.

Porsche Owners Set

Invited guest of the Mexican Government, Porsche Owners' Club stages its second annual Carrera de la Amistad to Ensenada, May 11-12, it was announced by Joe Thielmann, grand marshal.

Some 150 cars are expected to participate. In addition to the run, there will be a number of driving and social events below the border. For details: Joe and Mary Thielmann, VERmont 8-2810.

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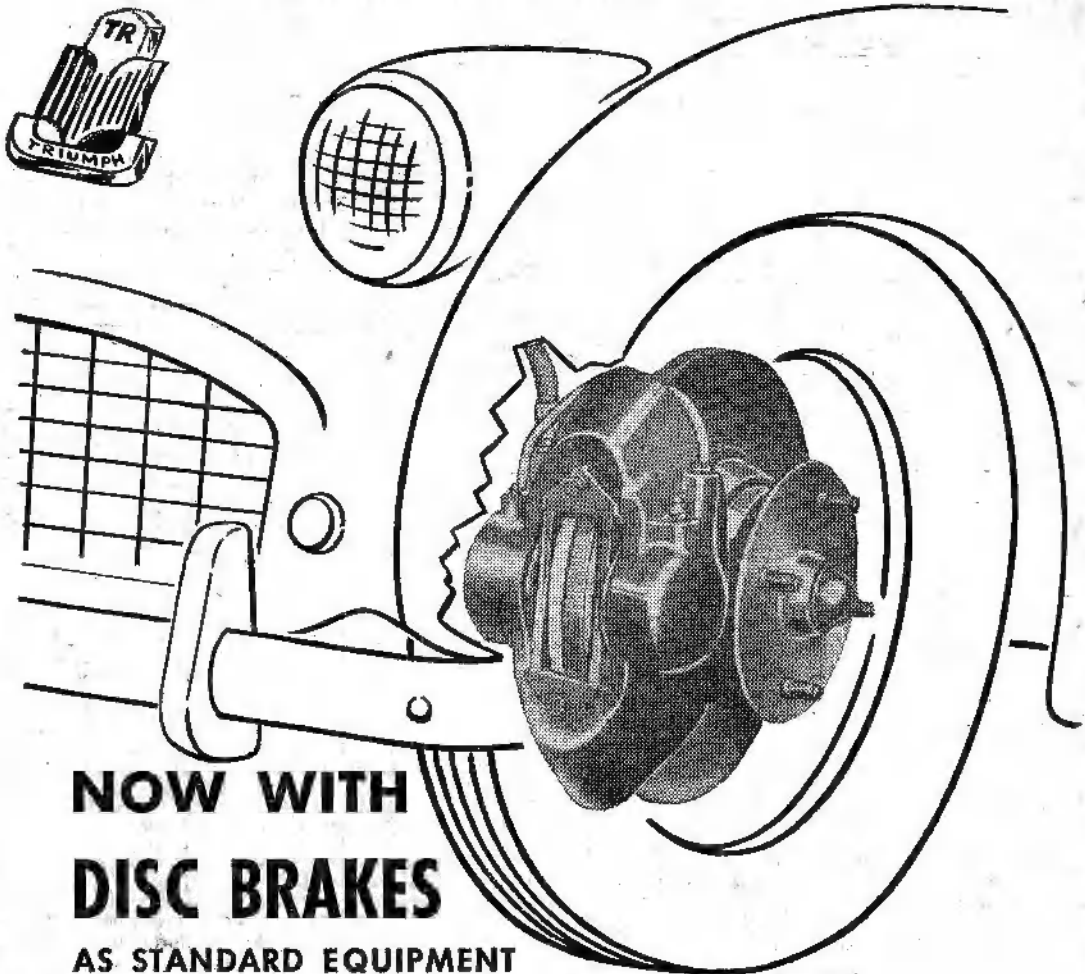
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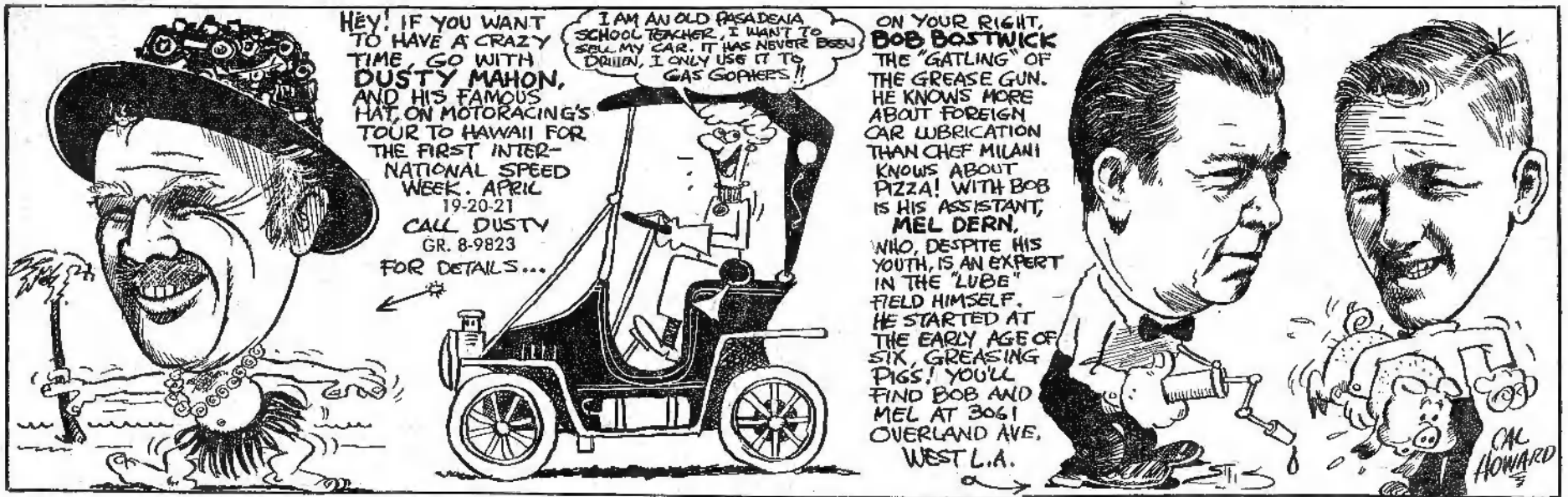
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Cam(p) Followers....

By Cal Howard



EUM MAIL DELIVERY
Can the mail delivery be improved? We generally receive the paper after the next event has taken place.
L. Luraschi
North Hollywood, Calif.

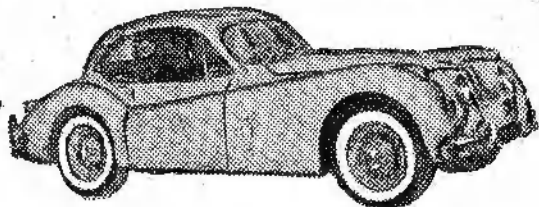
(Editor's Note—All the papers are mailed at the same time. Worst postal service of all is North Hollywood, NY readers get their MOTORACING before No. Hwd. We have already protested to the No. Hwd. Postmaster.)

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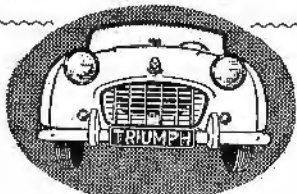


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Hauser Enters Paramount Race

Early entries for the Paramount Ranch sports car road races, March 9-10, include Eric Hauser, recent winner at Pomona.

Hauser, Hollywood stock market analyst, drove the Balchowsky homebuilt Morgensen Buick Special to the Pomona win. Another prominent driver—Jerry Austin—also was listed among the entrants. He will pilot a D-Jaguar. Perry Peron filed to drive a Panhard, as did Jack Wilder.



Checkered Flag

By Art Luring

Los Angeles Times Columnist

IT'S SPEED FOR DETROIT...
AND LESS CARE FOR SAFETY

NOW THAT the results of the Daytona Beach NASCAR speed week are tallied, it proves that modified Detroit cars can go like bombs in a straight line. However, with the exception of certain rare cases, none of the cars which ghosted well past the century plus mark can adequately turn or stop!

We speak here, cornering and stopping abilities in relationship to a car's flat-out, high speed potential. Obviously the cars which performed at Daytona cannot be purchased and driven from a show-room floor. It is doubtful if an ordinary owner-driver could obtain the fullest measure of devotion to a modification job from any of the famous and competent soup-artists who do their "all" for the factories. And that is just as well because a large percentage of the "amateurs" who deem themselves hot and on a driving par with professionals are anything but that!

Even so, the thought-provoking fact which has emerged from Daytona is that today's average "stock" family sedan or convertible CAN easily pass the 100mph mark. But, alas, it cannot efficiently stop or corner at speeds in excess of 60!

Now it may well be that once this nation has completed its million-zillion dollar network of super-express freeways, which will go from border-to-border and coast-to-coast sans tight curves and stop-lights, cars will not require super brakes nor steering propensities with cat-like reflexes.

At least two manufacturers are stumbling in the right direction—suspensionwise. They are using torsion bars plus anti-sway bars. One is featuring a limited-slip differential (a boon for mud and snow drivers). But on the debit side of the ledger is the absurd practice of using smaller wheels. Brake drums which hitherto got insufficient air for cooling now get exactamente nada!

Not long ago a national motor magazine road-tested a flock of the latest '57 Detroit equipment. Reading between the lines the consensus of the test boys as to stopping and cornering abilities ranged from "inferior" to downright "dangerous!" One car in particular won the dubious distinction of having the lousiest brakes imaginable!

THINK OF SAFETY

This writer feels that it is the responsibility of factory engineers to include safety with the cars they design and fabricate. Suspension systems must be

improved; braking surfaces should be increased and also be endowed with cooling ducts; power steering should have a "cut-off" switch so that it can be eliminated for cross-country driving, where it is more of a (Continued on Page 6, Col. 3)

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Winning Rallye Techniques

By Gail Ann Holden
1956 SCCSC CHAMPION NAVIGATOR
HOW TO AVOID GETTING
LOST ON A RALLYE

MOST RALLYE error can be attributed to getting off course. The usual result is a late error into a check point due to insufficient distance for making up lost time. In a case where there is enough distance to recover the time loss, a "panic error" in calculating may cause the contestants to be either early or late.

Constant attention should be focused on following the course. Since the navigator spends the majority of his time looking at watches, odometers, calculators, the responsibility of continually watching for turns must be assumed by the driver.

There are three rules to follow concerning route instructions:

1. Read each instruction completely. (Important details may be overlooked by skimming.)
2. Follow every word literally.

Assume nothing; i.e., never turn on Q St. when instructed to turn on Q Ave.

3. Read at least two instructions ahead at all times. (Frequently, one turn or speed change will be followed immediately by another.)

LEARN THE TERMS

Every rallyest should become acquainted with certain terms commonly used in route instructions. Such symbols as "T" and "Y" illustrate particular types of intersections. Words like "bear" and "acute" qualify turns in terms of degree. When abbreviations are used, they are usually defined by the Rally-master.

All street names should be read in passing. Unless otherwise specified in the route instructions, the street sign for a turn in either direction should be posted on the side of the

CHECKERED FLAG

(Continued from Page 5)
hazard than help, and turned on, for city driving where parking and maneuvering a nose-heavy car becomes, literally, a pain in both the neck and biceps.

There are other improvements which could be made—notably factory-installed seat-belts, roll-bar, sturdy hard-tops and tissue-paper thin metal "crash" panels which absorb impact.

Daytona, to this writer at least, proved nothing other than the fact that our ponderous pachyderms of the road can go fast. That we already know. The question is: when will they be able to go fast with safety?

road toward which the turn is to be made. The driver may find it necessary to scan both sides of the road. If the name of a street just passed is in any way unclear, it is generally wise to return to that street for a second look.

GETTING BACK ON

Even the most experienced rallyest will occasionally get off course. The following is an approved method for recovery.

1. Retain your composure. Do not panic.
2. Note your odometer reading at the point where you realize you are off course. Write it down.
3. Retrace your steps to the point where you left the course.
4. Note your odometer reading at this point. Write it below your first notation.
5. Return the odometer to zero.
6. Continue following the course.
7. Double the odometer reading taken in step 2.
8. Subtract from that total the reading taken in step 4. (The figure you obtain will represent your odometer reading at the time you left the course.)
9. Compute your time to the point where you left the course, using the mileage figure obtained in step 8.
10. Compute your time from the point of return as though it were a speed change.

PistoNotes ♦♦ By JULES DELANCEY

Word is out that Nino Farina is among the Indy entries who does not yet have a sponsor. He has purchased a new Kurtis-Offy and cap-



able Miles Spickler will look after the technical details. Interested parties should contact Griff Borgeson, Lake Sherwood, Rt. 1, Box 378, Camarillo, Calif. ... Married in Miami last week was Peter Collins, the famed British Grand Prix driver. The bride was Actress Louise Cordier King.

Jimmy Orr and Jack McAfee have been appointed to the National contest board of SCCA. Named West Coast area representative is Lindley Bothwell, prexy of the L.A. Region. He will coordinate the regions on the West Coast and Hawaii to see that activities, such as races, rallies, etc., check out. He plans to call a meet, probably in San Francisco, soon ... Las Vegas, Nev., has petitioned the SCCA to set up a region there.

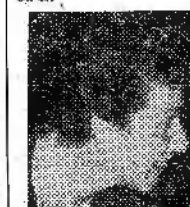
That dinner-meet staged by Bothwell recently at the L.A. Athletic Club to introduce new officers to the press and seek recommendations for a better-functioning organization, was a real humdinger. A smart piece of public relations ... Among West Coasters going on the big Triumph tour in Europe next May are Josh Hogue, sports car editor of the San Francisco Chronicle, and Sargeant and Katherine Harris, San Gabriel, members of the Arcadia Sports Car Club. Don't know about the others, but we do know what a TIME Josh will have!



JOHN MALONE
Gerard Colliott, the handsome French movie cameraman who is

John Malone, the sports car pubbreller, is regaining his composure after a siege of pneumonia. And he always looked so healthy! ... Bryan drove to the National AAA championship in 1954 and 1956 USAC title, may soon be broad-

now making his home here, leaves soon to do a film in Tahiti for a steamship company. He may tie in one of those popular motor scooters, Vespa or Lambretta, on his film assignment. In France, Colliott produced some top film commercials for Simca. ... Time for Jim Matthews popular KNX Sunday "Sports Car Corner" radio program has been changed from 2:30 to 3:30 p.m. And asks Jim: "What are these guys hollering about the fatalities in road racing? They bleat about football's improved record for 1956 over 1955, when 14 were killed. Racing deaths were far, far less. Let 'em look up the record."



Marion Weber, the MG Mitten Kitten, who sort of started the big mail-order accessories craze "w a y back w h e n," has launched a retail establishment. New address: 3044 North San Gabriel Blvd., one block south of the San Bernardino Freeway. MOTORACING readers should mention this paper when calling or visiting—advertisers appreciate this. We understand Marion is having a junior-size grand opening Thursday, Feb. 23, Friday, Mar. 1, and Saturday, Mar. 2. Special prices and all that.

Dan Schwartz informs us that Holiday Motors has just received the largest shipment of foreign cars since their opening in Sherman Oaks on Van Nuys Blvd. The response in the Valley has been terrific and they are looking forward to Jag 3.4 sedan and the new Mk VIII sedan.

Johnny Williamson, the affable boss of Williamson Motors, has gone into training for some serious marlin fishing. Not too long ago in Acapulco, Mexico, Johnny brought in a 9½-ft, 114-lb. sailfish ... Al Dean, the linguistic owner of Dean Van Lines, under whose banner Jimmy Bryan drove to the National AAA championship in 1954 and 1956 USAC title, may soon be broad-

(Continued on Page 11, Cols. 4-5)

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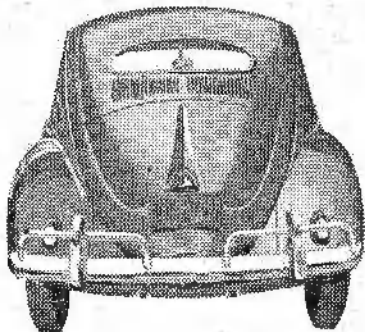
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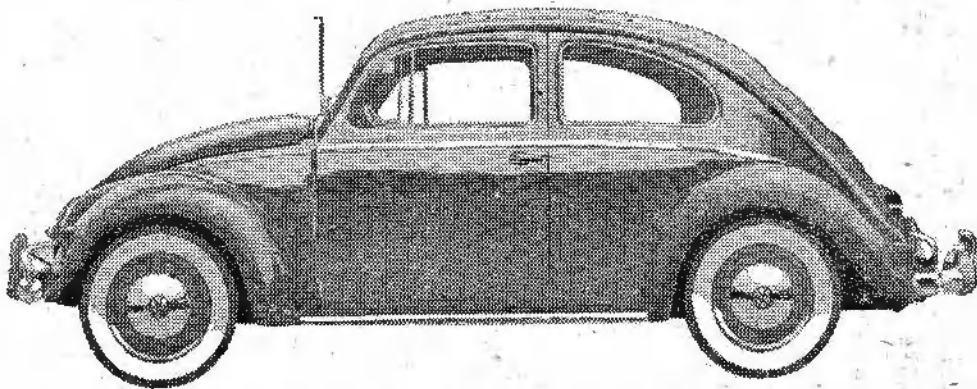
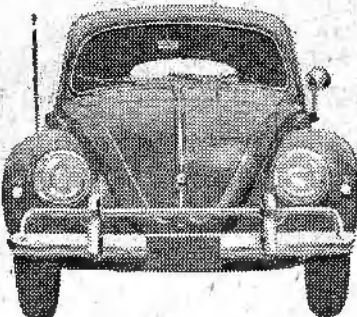
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GOOD NEWS!

Will the chap who accidentally took the "Pink Lady" radiator ornament from John Beazley's Rolls-Royce at the Palm Springs races kindly contact the editor of MOTORACING.

Beazley has a plan which is in the nature of good news for all concerned.



LONG AND SHORT OF IT—Billy Barty, 3 ft. 8 in., who at the moment is appearing with Spike Jones, takes delivery of his new Sunbeam Rapier from Henry Henkel, 6 ft. 6 in. Rootes Motors West Coast Manager.

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European Scene

By W. Robert Nitske

MASERATI AND FERRARI IMPROVE CARS FOR 1957

THE NEW 1957 Maserati Grand Prix factory team won an overwhelming victory at the Formula I Argentine Grand Prix against Ferrari. Fangio placed first, Behra second, and Menditeguy third.

With World Champion Juan Manuel Fangio as capitano of the Maserati team, this marque is expected to do considerably better than last year.

The Belgian Jean Behra, Swede Joakim Bonnier, and eventually Perdica and perhaps Umberto Maglioli and Carroll Shelby will make up the team. (Stirling Moss will drive in sports car events only, but has signed to drive for Vanwall in Formula I.)

Factory Engineer Alferi completed a new 60 degree V-12 cylinder, four camshaft engine which should develop about 300 horsepower, for use in Europe. The older 6-cylinder engine, but in a lighter chassis, was used

in Argentina. A new chassis is being developed for the new engine. The fuel injection engines will probably not be used this year.

Maserati also built a V-8 cylinder engine of 4.2 liter displacement, which should develop 425 horsepower with alcohol, especially for the Indianapolis event. After contacting the factory and other officials, Tony Parravano now does not hold much hope that Fangio will drive this car for him at Indy.

IMPROVE MASERATIS

For the sports cars, the Modena factory has improved its 3-liter 6-cylinder, 2-liter 4-cylinder, and 1.5-liter 4-cylinder engines. The new 4.5-liter, 8-cylinder engine (of which the Parravano engines are reduced) might also see competition in the sports car category.

The 2-liter Gran Turismo models won practically every Italian event in which they participated last year. Over 100 of these cars have been sold by the factory.

★ ★ ★

Ferrari showed its leadership in the first sports car championship event at Buenos Aires as Luigi Musso and Eugenio Castellotti came in first and third.

The Ferrari factory team for 1957 consists of young drivers. British Peter Collins heads the list, with Castellotti, Musso, von Trips, de Portago, Trintignant, Gendebien and Hill. Mike Hawthorn—either very good or exceedingly bad—might also drive for Ferrari when BRM does not compete.

The proven 2-liter Testa Rossa, developing about 185 horsepower and somewhat improved for the new season, will see much competition. The 3.5-liter V-12 cylinder machine, recently test driven by Castellotti on the Monza track, will also compete in sports car events.

The Formula I Ferrari has been improved. The chassis is lighter and shorter. The carburetors of the V-8 cylinder engines have been set at an angle for better operation.

MONZA FERRARI

The new Formula II engine is a 1.5-liter V-6 cylinder four camshaft engine developing about 200 horsepower with regular fuel. For the 500-miler at Monza, Ferrari is building a new 4-liter 4-cylinder engine which has also been tested with Bosch direct fuel injection.

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MOTORING

fo(u)r
FUNBy JOHN FOSTER
National President, FCCA

SWIRLING BLACK water two feet deep surrounded the gas station and lapped up against the pumps. It was near midnight and pouring down when the attendant decided to call it a day and lock up. Suddenly an MG, headlights under water, splashed its way up to the station, its tailpipe making a motor boat rumble.



John Foster

The passenger hopped out and into the station. Anticipating an urgent plea for carbon test, new plugs, points, or at least gas, the attendant stared incredulously as the sopping wet motorist made a bee-line for the empty Coke bottle stand, studying every bottle closely.

Carefully approaching the bottle brooder, he asked, "Can I help you?"

"Yes, I'm looking for a Nevada Coke bottle, old boy!"

The astonished attendant was only one of many startled and confused citizens on this night of LA's big annual downpour. In other sections of the inundated city, crazy couples in little puddle-jumpers that defied flood and downpour were alternately begging, borrowing or stealing the oddest assortment of objects ever conceived, a billiard ball, a 12-inch horse hair, set of false teeth, garter, Malacca cane, spent cartridge, hot coal, jews-harp, railway spike, seaweed, etc.

It was the S. F. Valley FCCA out on a Treasure Hunt, cooked up at the last minute by V. P. Bill Levy when the regular rallye had to be postponed. Contestants had some 30-odd articles to bring to the finish, way out at Cornell Corners Restaurant, by the stroke of midnight.

Despite the weather, every contestant showed up at the finish. As a diversion from the regular menu of navigational events, these treasure hunts and poker rallies are a ball.

Our friends in the Phoenix chapter are cooking up a wizard event for August 24-25, an open date we'd like you to book down for a dice up to Grand Canyon. Mark these dates as MUSTS on your calander, too: June 2, Big Sports Carnival, Devonshire Downs, and June 15-16, S. F. V's Invitational Sleeping Bag Rallye. Don't get me wrong, the invitations are for the rallye.

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FOR SOME time now there has been considerable comment and question about how Dave Bracken received the WSCC award of the Purple Garter for gallantry and chivalry. Many in contact with Dave at the races, where he is in charge of crowd control, have expressed complete wonderment that "this disagreeable, obnoxious, obstreperous, No. 1 week-end cop" was presented with such an award—and was so honored TWICE.

First off, let's get the record straight about this man's job. There isn't a harder-working, more conscientious volunteer in the racing scene than Dave. His main responsibility and concern is to protect YOU. It doesn't matter to him if you are Mary Doe — spectator, or Walter Winchell — hero reporter.

He just wants to keep you from being clobbered. And if you won't pick a reasonably safe spot from which to watch the races, and haven't enough common horse-sense about your instincts for self-preservation, then it's up to Dave to ask you to move. And, if when asked politely, you think the guy will just go away if ignored, then Dave finds it necessary to make his request more firmly felt by raising his voice and making his language a little more emphatic. But this seems to offend some of our more delicate members of the sport and press.

HE SAVES PEOPLE

Dave has saved a lot of people from an unhappy fate. Just recently, for example, a die-hard was made a Christian about safety, and is still around — thanks to that "Sunday Cop." It happened on turn 4 at the last Pomona event. During the

By Gloria Dearborn

3 BIG ONES FOR
DAVE — MAKE 'EM BIG:
RAH! RAH! RAH!

over-1500 main, a fellow with a photographer's pass was standing on the edge of the course between the shut-off markers.

Dave saw the man and the way the cars were slithering dangerously toward him, so worked his way through hazardous territory to run the fellow off. Well, immediately after Dave gave him the heave-ho — much against said photog's will, a Siata got real lost, plowed through the very same spot, and ripped up about 60 feet of snow fence. Our hero-photographer saw the whole bit with his mouth open, catching raindrops. He then whirled about — dashed into the spectator area, and wasn't seen again that day.

Now, Dave didn't have to save the guy's skin — the fellow had signed a responsibility waiver, was apparently adult enough to know the dangers of road racing, and had every right to get hit if he wanted to. But he had no right to involve the drivers, spectators, or sponsoring club in his passing. And it was Dave's job to protect the interests of all.

SILLY HUMANS!

So why can't he ask politely?

STAR CUBA FIELD

HAVANA, Cuba, Feb. 20. — Major European and U.S. drivers, 22 in all, compete in a 500-kilometer Grand Prix Monday, Feb. 25, along a 3½-mile course on the Malecon, Havana's famed thoroughfare skirting the sea.

Race is sanctioned by the Cuban government under FIA sanction. Officials said entries include J.M. Fangio, Stirling Moss, Jean Behra, Carroll Shelby, Phil Hill, Masten Gregory among others.

Prizes for two classes are \$3000 and \$2000.

(MAURY POWELL OF MOTORACING WILL COVER THE RACE FOR THIS PUBLICATION.)

U. S. PRODUCTION

DETROIT, Feb. 20 — Motor vehicle production in the United States for the week ending Feb. 9, 1957, included 147,133 passenger cars and 22,923 trucks and coaches.

Because people will not respond to the gentle touch for some inexplicable reason. And there isn't time to argue. Dave has to spread himself too thin now — he has to be all over the course at once, and has to get results everywhere as quickly as possible.

The Garter Award? The girls in the Women's Club have only to request a favor and Dave goes into action — and it's done!

(Editor's Note — We just took a quick poll and the boys seek a favor of Dave — BUT it can't be printed!)

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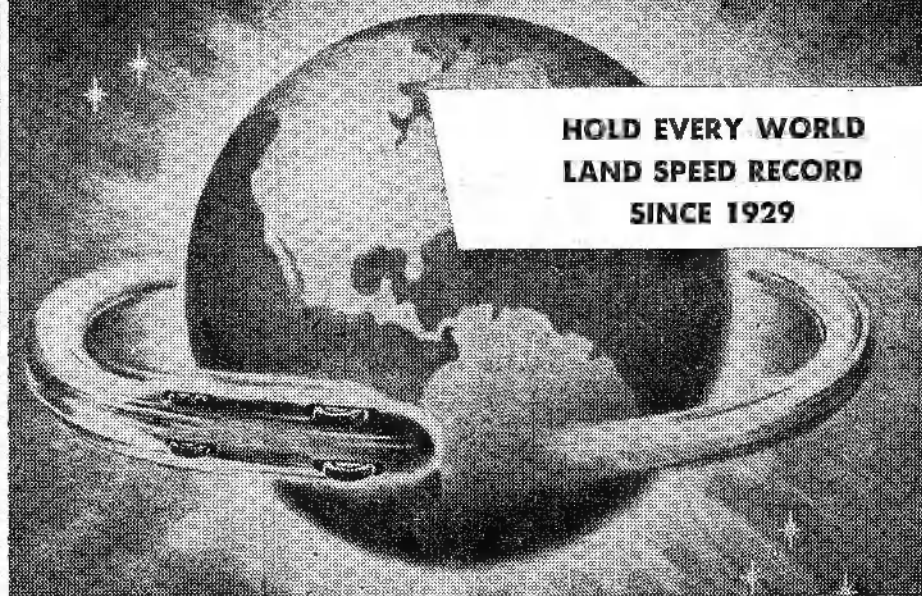
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MISCELLANEOUS

CITROEN OWNERS: Now forming Southern California Citroen Club. For information please write Joe Bruman, 3527 Cody Rd., Sherman Oaks, Calif.

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Von Neumann Rumor

Rumors that John von Neumann of Competition Motors, Volkswagen-Porsche distributor, had taken over Ferrari in this area were discounted last week by a spokesman. He said: "Ferrari is handled by a company in which von Neumann will eventually have an interest for service and parts."

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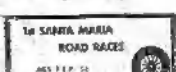
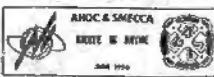
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CALENDAR

FEBRUARY

3-17—Eighth Annual NASCAR International Safety and Performance Trials, Daytona Beach, Florida.

7-8—Grand opening, Grand Prix Restaurant, 8204 Beverly Blvd.

10—National Sports Car Day, Smyrna Beach Airport Course, New Smyrna Beach, Fla. 95-mile feature.

14—All clubs Membership Dinner meeting and Valentine Party, Grand Prix Restaurant, 8204 Beverly Blvd. 7:30 p.m.

17—USAC Midget Auto Race, Sausalito, Calif., 2:30 p.m.

19-24—National Roadster Show, Oakland Exposition Bldg., Oakland, Calif.

23—Road Races, Havana, Cuba.

24—USAC Stock Car Race, Pomona, Calif., 2:30 p.m.

24—Road Race Training Association Speed Trials, Willow Springs. Practice 8 a.m., Trials 11 a.m.

MARCH

3—NASCAR Late Model Stock Car Race, Gardenia Stadium, Gardena, 8:30 p.m.

3—USAC Midget Auto Race, Fresno, Calif., 2:30 p.m.

6-7—Los Angeles SCCA National Road Race, Palm Springs.

16—1st Annual Old Timers' Auto Racing Party, 15516 So. Western Ave., 7:30 p.m.

9-10—CSCC Sports Car Race, Paramount Ranch.

16-17—San Francisco Region SCCA Sports Car Race, Stockton.

17—Road Racing Register Pro Sports Car Road Race, Willow Springs.

23-24—12-hour Sebring Race, Florida.

25—500-kilometer Havana (Cuba) Grand Prix. Trials 1 p.m., Races 2 p.m.

30—USAC 100-lap Midget Auto Race, So. Mountain Speedway, Phoenix, 8:30 p.m.

30—L.A. SCCA Bongo Bash, Crescent Heights Mansion.

31—USAC Stock Car Race, Clovis, Calif., 2:30 p.m.

APRIL

6-7—Los Angeles SCCA Road Race, Palm Springs.

19-20-21—SCCA Road Races, Hawaii, T. H.

20-21—San Francisco SCCA, Road Race.

26-27—Volkswagen Club of America 2nd Annual Convention, Motel on the Mountain, Suffern, N. Y.

28—Road Racing Register Pro Sports Car Road Race, Willow Springs.

Rallye Roundup:

Setting Up a Rallye No Snap!

By BUZZ DE BARDAS

Last issue we were with Bob and Ruth Piercy and RallyeD'Oro. They had set up a basic speed and direction—and now to work.

Their next step, even though the rallye was still in the laying out stages, was to get some publicity out so someone would participate.

Do they start mailing out poop on the rallye? Nope, first you have to have it printed and before you have it printed you have to make it up (this is in



Buzz De Bardas

your spare time). Well, it got done and Bob and a few members of the club started hitting other clubs with an invitation to attend. Then some advance publicity to the papers, radio and TV stations.

Now, back to laying out the balance of the rallye. So far, no attempt has been made to run the rallye on a Saturday evening. That can be saved for the last two runs. The next run through is to check the directions again and again, try to figure out a decent place for check points and coffee breaks, and where to stop for gas.

MORE PUBLICITY

Next is selection of checkers, taking the checkers out to their check points so they will know where they should be. Then more publicity, entry forms, time cards, card tables, lanterns, master time sheets and chairs for the checkers. Run the rallye on Saturday evening, plan on an alternate route in case there is a fire in the National Forest, contact the police departments who have control of all the roads that you plan to cover.

Run the rallye with someone other than the old navigator and

see if he gets lost, recheck the mileage. Are there enough 24-hour clocks for each of the check points? Better get the instructions printed up, better make up a few hundred extra ones, and good idea to get a signed release from each competitor.

THEY NO LIKE

Just got a call from a police dept. in a small town, which doesn't like sports cars. Rerun that section and go around the town—new directions and speed, get the instructions printed up, but wait till the club's VP runs the rallye with you to check it out.

U.S. MONZA DRIVERS FLASH

Maury Powell of MOTORACING telephoned from Daytona Beach at presstime that seven of the 10 Americans who will compete at Monza, Italy, June 29, are known.

They are Jimmy Bryan, Johnnie Parsons, Troy Ruttman, Pat O'Connor, Sam Hanks, Paul Russo and Tony Bettenhausen. Remainder will be top finishers in the Indy 500, or runners-up if among the aforementioned.

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T-Bird \$36.50	Jag Conv. \$42.50
M G \$29.95	A. Healey \$33.50
	M. Benz. 190 \$39.50

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NATIONAL SPORTS CAR DAY RACING CHARTS

New Smyrna Beach Airport, Fla.

February 10

FIRST RACE (10 laps)

Mechanix Illustrated Trophy

Open to production MGs, VWs and G and F Production, H Modified, Production touring.

POS.	DRIVER & HOME	TYPE CAR	LAPS COMP.
1.	John Cuevas, Miami, Fla.	Porsche Carrera	10
2.	Howard Fowler, Miami, Fla.	Porsche Spdstr	10
3.	Lloyd P. Casner, Miami, Fla.	MG-A	10
4.	Lew Rappoport, Hialeah, Fla.	MG-A	10
5.	Frank Wright, Miami, Fla.	MG-A	10
6.	Charles Brecht, W. Palm Beach, Fla.	Crosley Spl.	10
7.	Wayne Chapman, Fayetteville, N.C.	Bandini	10
8.	Donald R. Findlay, Palm Beach, Fla.	Alfa Romeo Giul.	10
9.	Anthony Darnell, London, England	Alfa Romeo Giul.	10
10.	Ed Magoffin, Miami, Fla.	Porsche Super	10
11.	Ralph Deshon, St. Petersburg, Fla.	MG-A	10
12.	John E. Drondoski, Ft. Pierce, Fla.	Alfa-Romeo Giul.	10
13.	Henry Grady, Clearwater, Fla.	Volvo	10
14.	Leon Lilley, Miami, Fla.	Borgward	10
15.	James Ware, W. Palm Beach, Fla.	Volkswagen	9
16.	Donald Quackenbush, Darien, Conn.	MG-A	9
17.	Eve Wagner, Palm Beach, Fla.	Anglia Ford 100E	8
18.	Carl J. Dorr, Miami, Fla.	Renault Dauphine	8
19.	Kurt W. Metzler, Chicago, Ill.	Volkswagen	8
20.	Burt DeRieux, Atlanta, Ga.	MG-A	5
21.	Bill Buff, Shrewsbury, N.J.	Volkswagen	5
22.	Alvin S. Penn, Jr., St. Petersburg	Bandini-Crosley	5
23.	J. M. Armbruster, Miami, Fla.	MG-A	4
24.	Jim Quackenbush, Holly Hill, Fla.	Porsche	3
25.	Ralph Schantz, Middletown, N.J.	Volvo	1

CLASS WINNERS: F John Cuevas, 2nd Howard Fowler, 3rd Ed Magoffin. G Donald R. Findlay, 2nd Anthony Darnell, 3rd John Drondoski. H Mod. Charles Brecht, 2nd Wayne Chapman, 3rd Alvin S. Penn, Jr. Prod. MG Lloyd Casner, 2nd Lew Rappoport, 3rd Frank Wright. Prod. Touring. Henry Grady, 2nd Leon Lilley, 3rd James Ware.

SECOND RACE (12 laps)

Paul Whiteman Trophy

POS.	DRIVER & HOME	TYPE CAR	LAPS COMP.
1.	Carroll Shelby, Dallas, Texas	4.9 Ferrari	12
2.	Richie Ginther, Santa Monica, Calif.	3.0 Ferrari	12
3.	Marvin Panch, Daytona Beach, Fla.	Thunderbird	12
4.	Eric Houser, Hollywood, Calif.	4.9 Ferrari	12
5.	W. Smith, Tampa, Fla.	Lotus MKXI	12
6.	Bill Buff, Shrewsbury, N.J.	Porsche Spyder	11
7.	Joe B. Sheppard, Tampa, Fla.	Lotus MKXI	11
8.	Richard Jalbert, N. Providence, R.I.	Corvette	10
9.	Bill Browning, Chattanooga, Tenn.	Lotus MKXI	10
10.	Leon Lilley, Miami, Fla.	Tamco Spl.	10
11.	Ed Rahal, Savannah, Ga.	Abarth Spyder	10
12.	Richard Griffin, Lansing, Mich.	Corvette	8
13.	Jim Kaperonis, Charlotte, N.C.	Aston	2

CLASS WINNERS: B Marvin Panch, 2nd Jim Kaperonis, C Carroll Shelby, 2nd Richie Ginther, 3rd Eric Houser. F Bill Buff, 2nd Leon Lilley. H W. Smith, 2nd Joe Sheppard, 3rd Bill Browning.

Sports Illustrated Trophy

THIRD RACE (12 Laps)

POS.	DRIVER & HOME	TYPE CAR	LAPS COMP.
1.	Paul O'Shea, Port Chester, N.Y.	Mercedes 300SL	12
2.	Paul Goldsmith, St. Clair, Mich.	Corvette	12
3.	Fred Windridge, Arlington, Va.	Corvette	12
4.	Rees T. Makins, Ft. Lauderdale, Fla.	Mercedes 300SL	12
5.	Duncan Forlong, Tampa, Fla.	AC Bristol	12
6.	Charles Wallace, Chevy Chase, Md.	Porsche 1600/S	12
7.	Dean McCarthy, Cortland, N.Y.	Corvette	12
8.	Art Habersin, Miami, Fla.	Mercedes 300SL	11
9.	Donald F. Yenke, Bentleyville, Pa.	Corvette	11
10.	Chick Butcher, Miami, Fla.	Mercedes 300SL	11
11.	Ed Rahal, Savannah, Ga.	Arnold-Bristol	11
12.	Dick L. Boo, Daytona Beach, Fla.	Austin-Healey	11
13.	Smokey Drolet, Miami, Fla.	Triumph TR2	11
14.	John A. Hill, Memphis, Tenn.	Jaguar XK140	11
15.	Jerry Kenner, Jackson, Miss.	Corvette	11
16.	Joe A. Cerquone, S. Miami, Fla.	Jaguar XK140	11
17.	Allan J. Pierson, Orlando, Fla.	Triumph TR-2	11
18.	Gene Doyle, Palm Beach, Fla.	Triumph TR-2	11
19.	Jean Speidel, Miami, Fla.	Porsche Spdstr	11
20.	Buck Baker, Charlotte, N.C.	Corvette	10
21.	Forrest Dana II, W. Palm Beach, Fla.	Austin-Healey	10
22.	Alan Dillenborg, New York, N.Y.	Porsche Spdstr	10
23.	Nancy Pierce, Miami, Fla.	Austin-Healey	10
24.	W. G. Dunn, Orlando, Fla.	Mercedes 190SL	9
25.	W. J. Straney, Jeffersonville, Ind.	Thunderbird	8
26.	Walter Cline, Chattanooga, Tenn.	Corvette	7
27.	Pete Mourad, Teaneck, N.J.	Jaguar XK120	4
28.	Bob Gubbins, Birmingham, Mich.	Jaguar XK140	4
29.	Nedra Ware, W. Palm Beach, Fla.	Porsche Spdstr	3
30.	James A. Morton, Orlando, Fla.	Triumph TR-2	3

CLASS WINNERS: 300SL: Paul O'Shea, 2nd Rees Makins, 3rd Art Habersin. C Paul Goldsmith, 2nd Fred Windridge, 3rd Dean McCarthy. D Dick L. Boo, 2nd Forrest Dana, 3rd Nancy Pierce. H Duncan Forlong, 2nd Charles Wallace, 3rd Ed Rahal.

FEATURE EVENT

40-Laps

Pure Oil Trophy Race

Open to 60 fastest qualifiers from Feb. 9 time trials.

POS.	DRIVER & HOME	TYPE CAR	LAPS COMP.	Seconds behind
1.	Carroll Shelby, Dallas, Texas	Ferrari	40	
2.	Marvin Panch, Daytona Beach, Fla.	Thunderbird	39	106
3.	Lance Reventlow, Hollywood, Calif.	Maserati	39	158
4.	Paul Goldsmith, St. Clair, Mich.	Corvette	38	234
5.	W. Smith, Tampa, Fla.	Lotus MKXI	37	352
6.	Bill Buff, Shrewsbury, N.J.	Porsche Spy	37	
7.	Duncan Forlong, Tampa, Fla.	AC Bristol	35	
8.	Rees T. Makins, Ft. Lauderdale, Fla.	300SL	35	
9.	Howard Fowler, Miami, Fla.	Porsche Spdstr	34	
10.	Jim Quackenbush, Holly Hill, Fla.	Porsche	34	
11.	George Roberts, W. Palm Bch., Fla.	Porsche Spdstr	34	
12.	John A. Hill, Memphis, Tenn.	Jaguar XK140	34	
13.	Lloyd P. Casner, Miami, Fla.	MG-A	34	
14.	Leon Lilley, Miami, Fla.	Tamco Spl.	34	
15.	Smokey Drolet, Miami, Fla.	Triumph TR-2	34	
16.	Ed Rahal, Savannah, Ga.	Arnold-Bristol	34	
17.	Art Habersin, Miami, Fla.	300SL	33	
18.	Chick Butcher, Miami, Fla.	300SL	33	
19.	Lew Rappoport, Hialeah, Fla.	MG-A	33	
20.	Joe A. Cerquone, S. Miami, Fla.	Jaguar XK140	33	
21.	J. M. Armbruster, S. Miami, Fla.	MG-A	33	
22.	Richie Ginther, Santa Monica, Calif.	Ferrari	32	
23.	Don F. Yenke, Bentleyville, Pa.	Corvette	32	
24.	Forrest Dana II, W. Palm Bch., Fla.	Austin-Healey	32	
25.	Charles Brecht, W. Palm Bch., Fla.	Crosley Spl.	32	
26.	Donald R. Findlay, Palm Beach, Fla.	Alfa Romeo Giul.	32	
27.	Jack Ryan, Ft. Pierce, Fla.	Alfa Romeo Giul.	32	
28.	Allan J. Pierson, Orlando, Fla.	Triumph TR-2	31	
29.	Wayne G. Chapman, Fayetteville, N.C.	Bandini	31	
30.	Henry Grady, Clearwater, Fla.	Volvo	31	
31.	Jean Speidel, Miami, Fla.	Porsche Spdstr	31	
32.	Anthony Darnell, London, England	Alfa Romeo Giul.	31	
33.	Robert Williams, Miami, Fla.	Abarth Spyder	31	
34.	Carl J. Dorr, Miami, Fla.	Renault Dauphine	27	
35.	John Norwood, New York, N.Y.	Porsche Spdstr	24	
36.	John Cuevas, Miami, Fla.	Porsche Carrera	19	
37.	Harry R. Culp, Jr., Miami, Fla.	Porsche 500	19	
38.	Charles C. Wallace, Chevy Chase, Md.	Porsche 1600/S	19	
39.	Bart Spiegelman, Los Angeles, Calif.	Ferrari	18	
40.	Richard W. Jalbert, Providence, R.I.	Corvette	15	
41.	Frank Wright, Miami, Fla.	MG-A	5	
42.	Bill Browning, Chattanooga, Tenn.	Lotus MKXI	4	
43.	Kurt W. Metzler, Chicago, Ill.	Volkswagen	2	
44.	Ed Magoffin, Miami, Fla.	Porsche	1	

CLASS WINNERS: B Mod. Marvin Panch, C Mod. Carroll Shelby, E Mod. Lance Reventlow, F Mod. Bill Buff, 2nd Leon Lilley, G Mod. W. Smith, 2nd Robert Williams, H Mod. Charles Brecht, 2nd Wayne Chapman, C Prod. Paul Goldsmith, 2nd John A. Hill, 3rd Joe Cerquone, D Prod. Rees T. Makins, 2nd Art Habersin, 3rd Chick Butcher, E Prod. Duncan Forlong, 2nd George Roberts, 3rd Smokey Drolet, F Prod. Howard Fowler, 2nd Jim Quackenbush, 3rd Lloyd Casner, G Prod. Donald Findlay, 2nd Jack Ryan, 3rd Anthony Darnell, Touring. Henry Grady, 2nd Carl Dorr.

NEW FORD RECORD

SEA ISLAND, Ga.—Ford dealers broke all sales records for the October - to - January period by selling more than a half-million 1957 Fords in the first third of the model year.

SHELBY POSTS FASTEST TIME

Following are qualifying times for the National Sports Car Day races held Feb. 10 at New Smyrna Beach, Fla. (Southern Californians in bold face type):

Driver	Car	Qualifying Speed MPH
Carroll Shelby, Ferrari (4.9)		85.123
Richie Ginther, Ferrari (3.0)		82.679
Paul Goldsmith, Corvette		80.148
Curtis Turner, Thunderbird		79.852
Dick Dungan, Lotus Mk. XI		79.266
Lance Reventlow, Maserati		79.048
Bart Spiegelman, Ferrari		78.545
Bill Buff, Porsche		77.593
Marvin Panch, Thunderbird		77.419
Joe Sheppard, Lotus Mk. XI		76.732
Michael Marshall, Porsche 550		76.325
Paul O'Shea, Mercedes 300SL		75.789
W. Smith, Lotus Mk. XI		75.130
Fred Windridge, Corvette		75.000
W. J. Straney, Thunderbird		74.483
Dean McCarthy, Corvette		73.172
Walter Cline, Corvette		73.036
Pete Mourad, Jaguar XK120		72.000
Harry R. Culp Jr., Porsche 500		72.000
C. Butcher, Mercedes 300SL		71.583
Art Habersin, Mercedes 300SL		71.983
Duncan Forlong, AC Bristol		71.932
Rees T. Makins, Mercedes 300SL		71.405
Ed Rahal, Arnold-Bristol		71.257
J. Jacobs, Jaguar XK140MOC (s)		71.170
C. Wallace, Porsche 1600/s		70.820
Bill Browning, Lotus Mk. XI		70.773
Geo. Roberts, Porsche Spdstr		70.416
Howard Fowler, Porsche Spdstr		69.231
Lloyd P. Casner, MG-A		68.354
John Cuevas, Porsche Carrera		68.031
Don F. Yenke, Corvette		67.732
A. Cerquone, Jaguar XK140		66.977
Jim Quackenbush, Porsche		66.462
J. M. Armbruster, MG-Rdstr.		66.258
Smokey Drolet, Triumph TR-2		66.207
J. Smith, Bristol		65.954
Wayne G. Chapman, Bandini		65.455
Frank Wright, MG-A		65.356
Lew Rappoport, MG-A		65.060
Leon Lilley, Tamco Special		64.938
Charley Brecht, Crosley Spec.		64.933
Gene Doyle, Triumph TR-2		64.865
Jean Speidel, Porsche Spdstr		64.000
Bob Gubbins, Jaguar XK140		63.764
A. Dillenborg, Porsche Spdstr		63.529
D. R. Findlay, Alfa-Romeo Giul.		63.436
A. J. Pierson, Triumph TR-2		62.609
A. Darnell, Alfa-Romeo Giul.		62.069
Forrest Dana II, Austin-Healey		61.714
Ralph Deshon, MG-A		61.364
J. E. Drondoski, Alfa-Rom. Giul.		61.060
Ralph Schantz, Volvo		60.504
J. A. Morton, Triumph TR-2		60.335
Burt DeRieux, MG-A		60.167
Henry Grady, Volvo		59.422
W. G. Dunn, Mercedes 190SL		59.178
C. J. Dorr, Renault Dauphine		57.143
James and Nedra Ware, VW		56.031
Richard W. Jalbert, Corvette		55.742
Eve Wagner, Anglia Ford 100E		54.408
Nancy Pierce, Austin-Healey		53.169
Kurt W. Metzler, VW		52.523

PISTONOTES...

(Continued from Page 6)

ening his firm into the steamship and aircraft fields. He's moving all over the world now.

All owners of pre-1949 sports cars interested in formation of a Vintage Sports Car Club please send a postcard to **R. W. Morris**, 1663 Benedict Canyon, Beverly Hills. Object is to foster competitive motor sport in the manner of the Vintage Sports Car Club in Great Britain. In addition to true vintage sports cars, foreign and domestic, it is hoped owners of TC MGs, SS Jaguars and similar machines will find this project of interest.



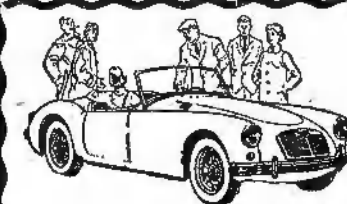
E. Forbes-Robinson, the star Australian driver who has racked up a notable record with the MG-A, has joined the Simca sales organization...

Robbie Robinson leaves **Ed Savin Sports Cars** this week. He's looking... **Ruth Levy** blamed nobody but herself for that bad flip during a practice lap for the Florida races. She wasn't conscious of the power behind **Edgar's** 4.9 Ferrari, coming into the corner too fast. Car

rolled five times. Ruth suffered only a bruised nose.

Looking for a ride: Veteran driver **Rod Bowers**, who in 13 years has driven everything from cycles and jalopies to an Allard. He was a class winner (Renault) at Sebring in 1954, has been tooling a Triumph for **Dotty Randell** at Suburban Motors, Wilmington... **Ces Critchlow**, the ace Jag driver, has received his Army call.

Star writer **Florabel Muir** had a big yarn in the NY Sunday News recently on **Lance Reventlow**, and tnx for the nice plug for **MOTORACING**. Readership in the millions here... **Jim Firestone** has bought **Jim Lowe's** Frazer-Nash (see Pg. 3). Lowe is now driving a Lotus... **Tony Settember**, **Rudy Cleye** and **John Colombero** last week received awards from Daimler Benz for 1956 wins with 300SLs. **Wolfgang F. Roblnow** presented the silver coaster awards and scrolls... Rumor has it distributorship of a German marque (not VW-Porsche) will change hands soon... The big new course near Riverside may be ready by last week of April, according to **Jim Peterson**... **Jim Harrison** will have to leave his MG-A and Austin to his spouse. He's gotten the nod from Uncle Samuel.



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- Windwings ... From \$15.95
- Sun Visors ... \$5.95
- Magnet Ash Trays ... \$2.50
- Baggage Straps ... \$1.50
- Sparkplug Holders (4) ... \$2.95
- Tonneau Covers ... from \$28.95
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- Uni-Syn ... \$9.95
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